INDIANA TRAFFIC SAFETY FACTS 2010

June 2010

A collision produces three levels of data: collision, unit (vehicles), and individual. For this reason, readers should pay particular attention to the wording of statements about the data to avoid misinterpretations.

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Center for Criminal Justice Research is collaborating with the Indiana Criminal Justice Institute to analyze 2009 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the fourth year of this partnership. Research findings will be summarized in a series of fact sheets on various aspects of traffic collisions, including alcohol-related crashes, light and large trucks, dangerous driving, children, motorcycles, occupant protection, and young drivers. An additional publication will provide information on county and municipality data and the final publication will be the annual Indiana Crash Fact Book. These publications serve as the analytical foundation of traffic safety program planning and design in Indiana.

Indiana collision data are obtained from Indiana Crash Reports, as completed by law enforcement officers. As of December 31, 2009, approximately 99 percent of all collisions are entered electronically through the ARIES. Trends in collisions incidence as reported in these publications could incorporate the effects of changes to data elements on the Crash Report, agency-specific enforcement policy changes, re-engineered roadways, driver safety education programs and other unspecified effects. If you have questions regarding trends or unexpected results, please contact the Indiana Criminal Justice Institute, Traffic Safety Division for more information.

INDIANA CRIMINAL JUSTICE INSTITUTE

CENTER FOR CRIMINAL JUSTICE RESEARCH

LIGHT TRUCKS 2009

In Indiana in 2009, 35 percent (116,412 of 329,900) of all vehicles involved in collisions and 34 percent (350 of 1,021) of vehicles involved in fatal collisions were light trucks (defined as vans, sport utility vehicles, and pickup trucks with a gross vehicle weight rating of 10,000 pounds or less). This fact sheet provides an overview of collisions involving light trucks in Indiana in 2009, including rates of light truck involvement, fatal and non-fatal injuries sustained in collisions involving light trucks, restraint use rates and alcohol use among drivers of light trucks, and county comparisons of rates of collisions involving light trucks. Data are from the Indiana State Police Automated Reporting Information Exchange System (ARIES) as of March 1, 2010.

Trends in collisions involving light trucks

Since 2007, collisions involving light trucks are on the decline. The number of collisions involving light trucks decreased 6.7 percent from 2008 to 2009 and 3.4 percent on average each year since 2005 (Table 1). Continuing the 2007 to 2008 decrease, fatal collisions involving light trucks fell an additional 4.1 percent (320 to 307) from 2008 to 2009. However, the proportion of fatal collisions involving light trucks increased 4 percentage points, to 49 percent in 2009.

Table 1: Indiana collisions, by light truck involvement and collision severity, 2005-2009

	Count of collisions						
Light truck involved?	**2005**	**2006**	**2007**	**2008**	**2009**	**% change '08 - '09**	**Average annual change**
Yes	**110,914**	**100,345**	**105,508**	**103,053**	**96,116**	**-6.7%**	**-3.4%**
Fatal	452	383	409	320	307	-4.1%	-8.6%
Non-fatal injury	21,662	19,759	18,897	17,567	16,617	-5.4%	-6.4%
Property damage only	88,800	80,203	86,202	85,166	79,192	-7.0%	-2.6%
No	**97,445**	**92,376**	**99,491**	**102,399**	**93,560**	**-8.6%**	**-0.8%**
Fatal	403	434	395	402	324	-19.4%	-4.7%
Non-fatal injury	20,099	19,090	18,519	17,791	16,794	-5.6%	-4.4%
Property damage only	76,943	72,852	80,577	84,206	76,442	-9.2%	0.1%
All	**208,359**	**192,721**	**204,999**	**205,452**	**189,676**	**-7.7%**	**-2.1%**
Fatal	855	817	804	722	631	-12.6%	-7.2%
Non-fatal injury	41,761	38,849	37,416	35,358	33,411	-5.5%	-5.4%
Property damage only	165,743	153,055	166,779	169,372	155,634	-8.1%	-1.3%
% Involving light trucks	**53.2%**	**52.1%**	**51.5%**	**50.2%**	**50.7%**	**-**	**-**
Fatal	52.9%	46.9%	50.9%	44.3%	48.7%	-	-
Non-fatal injury	51.9%	50.9%	50.5%	49.7%	49.7%	-	-
Property damage only	53.6%	52.4%	51.7%	50.3%	50.9%	-	-

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
***Non-fatal* injury collisions includes collisions with *incapacitating, non-incapacitating,* or *possible* injuries.**

Table 2: Vehicles and non-motorists involved in Indiana collisions, by collision severity and vehicle type, 2005-2009

Collision severity/ vehicle type	Count of vehicles						
	2005	2006	2007	2008	2009	% change '08 - '09	Average annual change
All collisions	**363,538**	**336,585**	**359,389**	**357,635**	**332,638**	**-7.0%**	**-2.0%**
Passenger car	200,706	186,229	197,106	200,024	187,981	-6.0%	-1.5%
Light truck	134,189	121,753	127,761	124,122	116,412	-6.2%	-3.3%
Large truck	17,262	14,374	15,033	14,796	11,591	-21.7%	-8.8%
Motorcycle/moped	2,965	3,163	3,656	3,915	3,354	-14.3%	3.8%
Other motor vehicle	7,604	9,546	12,973	11,800	10,568	-10.4%	10.5%
Non-motorists	812	1,520	2,860	2,978	2,732	-8.3%	42.8%
Fatal collisions	**1,352**	**1,352**	**1,349**	**1,229**	**1,088**	**-11.5%**	**-5.1%**
Passenger car	539	553	500	508	417	-17.9%	-5.8%
Light truck	526	449	474	354	350	-1.1%	-8.9%
Large truck	148	141	149	133	110	-17.3%	-6.8%
Motorcycle/moped	114	113	121	128	118	-7.8%	1.0%
Other motor vehicle	24	26	28	24	26	8.3%	2.5%
Non-motorists	1	70	77	82	67	-18.3%	1724.6%
% In fatal collisions	**0.37%**	**0.40%**	**0.38%**	**0.34%**	**0.33%**	**-**	**-**
Passenger car	0.27%	0.30%	0.25%	0.25%	0.22%	-	-
Light truck	0.39%	0.37%	0.37%	0.29%	0.30%	-	-
Large truck	0.86%	0.98%	0.99%	0.90%	0.95%	-	-
Motorcycle/moped	3.84%	3.57%	3.31%	3.27%	3.52%	-	-
Other motor vehicle	0.32%	0.27%	0.22%	0.20%	0.25%	-	-
Non-motorists	0.12%	4.61%	2.69%	2.75%	2.45%		

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
Large trucks* defined as units identified as *truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi trailer.
***Other motor vehicles* includes *buses, combination vehicles, farm vehicles, motor home/recreational vehicles, animal drawn vehicles,* and *unknown* vehicle types.**
***Non-motorists* includes *pedestrians* and *pedalcyclists*.**

Table 3: Persons involved in light truck collisions in Indiana, by injury status 2005-2009

Light truck involvement/ injury status	Count of individuals						
	2005	2006	2007	2008	2009	% change '08 - '09	Average annual change
Persons not in light trucks	**68,229**	**60,663**	**61,583**	**58,579**	**55,680**	**-4.9%**	**-4.8%**
Fatal	161	160	166	165	137	-17.0%	-3.6%
Incapacitating	740	767	729	698	657	-5.9%	-2.9%
Non-incapacitating	11,651	10,727	10,312	9,396	9,206	-2.0%	-5.7%
Other injury	6,929	4,409	1,697	1,162	858	-26.2%	-38.9%
Not injured	48,748	44,600	48,679	47,158	44,822	-5.0%	-1.9%
Persons in light trucks	**128,975**	**116,099**	**120,585**	**116,227**	**109,427**	**-5.9%**	**-3.9%**
Fatal	335	266	297	193	198	2.6%	-10.3%
Incapacitating	1,224	1,084	1,019	956	831	-13.1%	-9.2%
Non-incapacitating	18,531	16,661	15,649	14,074	13,562	-3.6%	-7.5%
Other injury	12,949	8,137	3,289	2,347	1,732	-26.2%	-37.9%
Not injured	95,936	89,951	100,331	98,657	93,104	-5.6%	-0.5%
Persons in light trucks as % of total	**65.4%**	**65.7%**	**66.2%**	**66.5%**	**66.3%**	**-**	**-**
Fatal	67.5%	62.4%	64.1%	53.9%	59.1%	-	-
Incapacitating	62.3%	58.6%	58.3%	57.8%	55.8%	-	-
Non-incapacitating	61.4%	60.8%	60.3%	60.0%	59.6%	-	-
Other injury	65.1%	64.9%	66.0%	66.9%	66.9%	-	-
Not injured	66.3%	66.9%	67.3%	67.7%	67.5%	-	-

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
***Non-incapacitating* includes *non-incapacitating* and *possible* injuries.**
***Persons not in light trucks* includes other vehicle occupants and non-motorists.**

The number of light trucks involved in collisions decreased 6.2 percent from 2008 to 2009, slightly less than the 7 percent reduction for all vehicles (Table 2). While all vehicles involved in fatal collisions fell 11.5 percent from 2008 to 2009, light trucks fell only 1.1 percent; a modest reduction compared to all vehicles and compared to the 25 percent decrease from 2007 to 2008 (474 to 354). Light trucks in collisions were just as likely as all motor vehicles (excluding non-motorists) to be involved in a fatal collision in 2009 (0.3 percent).

As the number of collisions involving light trucks has declined, so have injuries to persons in those collisions. From 2008 to 2009, the number of persons suffering fatal, incapacitating, non-incapacitating, and other injuries in collisions involving light trucks fell 6.4, 10, 3, and 26.2 percent, respectively (calculated from Table 3). While fatal injuries to persons in other vehicles in collisions with light trucks decreased 17 percent from 2008 to 2009, fatal injuries to light truck occupants increased 2.6 percent from 193 in 2008 to 198 in 2009. Similarly, 59 percent of all fatal injuries in collisions involving light trucks were to persons in light trucks, up from 54 percent in 2008.

Only 33 percent of all collisions involving light trucks occurred in rural locales in 2009, but 71 percent of fatal collisions involving light trucks occurred in these areas

Since 2007, collisions involving light trucks are on the decline.

Table 4: Indiana collisions involving light trucks by locality, and collision severity, 2005-2009

	Count of collisions						
	2005	2006	2007	2008	2009	% change '08 - '09	Average annual change
All collisions	**110,914**	**100,345**	**105,508**	**103,053**	**96,116**	**-6.7%**	**-3.4%**
Fatal	452	383	409	320	307	-4.1%	-8.6%
Non-fatal injury	21,662	19,759	18,897	17,567	16,617	-5.4%	-6.4%
Property damage only	88,800	80,203	86,202	85,166	79,192	-7.0%	-2.6%
Rural collisions	**42,588**	**38,172**	**35,197**	**34,898**	**31,842**	**-8.8%**	**-6.9%**
Fatal	332	278	295	220	217	-1.4%	-9.2%
Non-fatal injury	8,850	7,990	6,653	6,323	5,765	-8.8%	-10.1%
Property damage only	33,406	29,904	28,249	28,355	25,860	-8.8%	-6.1%
Single-vehicle collisions	**25,300**	**22,911**	**24,962**	**25,795**	**22,766**	**-11.7%**	**-2.2%**
Fatal	186	154	169	129	132	2.3%	-7.2%
Non-fatal injury	4,844	4,417	4,767	4,704	4,064	-13.6%	-4.0%
Property damage only	20,270	18,340	20,026	20,962	18,570	-11.4%	-1.8%
% Rural collisions	**38.4%**	**38.0%**	**33.4%**	**33.9%**	**33.1%**	**-**	**-**
Fatal	73.5%	72.6%	72.1%	68.8%	70.7%	-	-
Non-fatal injury	40.9%	40.4%	35.2%	36.0%	34.7%	-	-
Property damage only	37.6%	37.3%	32.8%	33.3%	32.7%	-	-
% Single-vehicle collisions	**77.2%**	**77.2%**	**76.3%**	**75.0%**	**76.3%**	**-**	**-**
Fatal	58.8%	59.8%	58.7%	59.7%	57.0%	-	-
Non-fatal injury	77.6%	77.6%	74.8%	73.2%	75.5%	-	-
Property damage only	77.2%	77.1%	76.8%	75.4%	76.6%	-	-
Relative risk of fatality							
Rural collisions	4.4	4.3	5.2	4.3	4.9	-	-
Single-vehicle collisions	2.4	2.3	2.3	2.0	2.4	-	-

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
***Urban* collisions are those that occurred within the incorporated limits of the city as identified on the collision report.**
***Non-incapacitating* includes collisions with *non-incapacitating* and *possible* injuries.**
***Non-fatal injury* collisions include collisions with *incapacitating, non-incapacitating,* or *possible* injuries.**
***Relative risk of fatality* defined as ratio of % fatal (rural/single vehicle) to % fatal (urban/multiple vehicle).**

Table 5: Indiana fatal collisions involving light trucks, by road class and time, 2005-2009

	Count of collisions						
	2005	2006	2007	2008	2009	% change '08 - '09	Average annual change
All fatal	**450**	**382**	**409**	**320**	**307**	**-4.1%**	**-8.5%**
County road	108	86	108	67	80	19.4%	-3.3%
State road	130	131	113	84	76	-9.5%	-12.0%
Local/city road	80	67	73	74	71	-4.1%	-2.5%
US route	82	55	73	64	57	-10.9%	-5.9%
Interstate	49	41	39	29	20	-31.0%	-19.5%
Unknown road type	1	2	3	2	3	50.0%	41.7%
Fatal, nighttime (6pm-5:59am)	**202**	**175**	**171**	**137**	**139**	**1.5%**	**-8.5%**
County road	50	48	63	27	43	59.3%	7.3%
State road	56	55	37	33	28	-15.2%	-15.1%
Local/city road	37	31	31	39	39	0.0%	2.4%
US route	34	21	18	21	20	-4.8%	-10.2%
Interstate	24	20	21	16	8	-50.0%	-21.4%
Unknown road type	1	0	1	1	1	0.0%	0.0%
% All fatal, nighttime	**44.9%**	**45.8%**	**41.8%**	**42.8%**	**45.3%**	**-**	**-**
County road	46.3%	55.8%	58.3%	40.3%	53.8%	-	-
State road	43.1%	42.0%	32.7%	39.3%	36.8%	-	-
Local/city road	46.3%	46.3%	42.5%	52.7%	54.9%	-	-
US route	41.5%	38.2%	24.7%	32.8%	35.1%	-	-
Interstate	49.0%	48.8%	53.8%	55.2%	40.0%	-	-
Unknown road type	100.0%	0.0%	33.3%	50.0%	33.3%	-	-

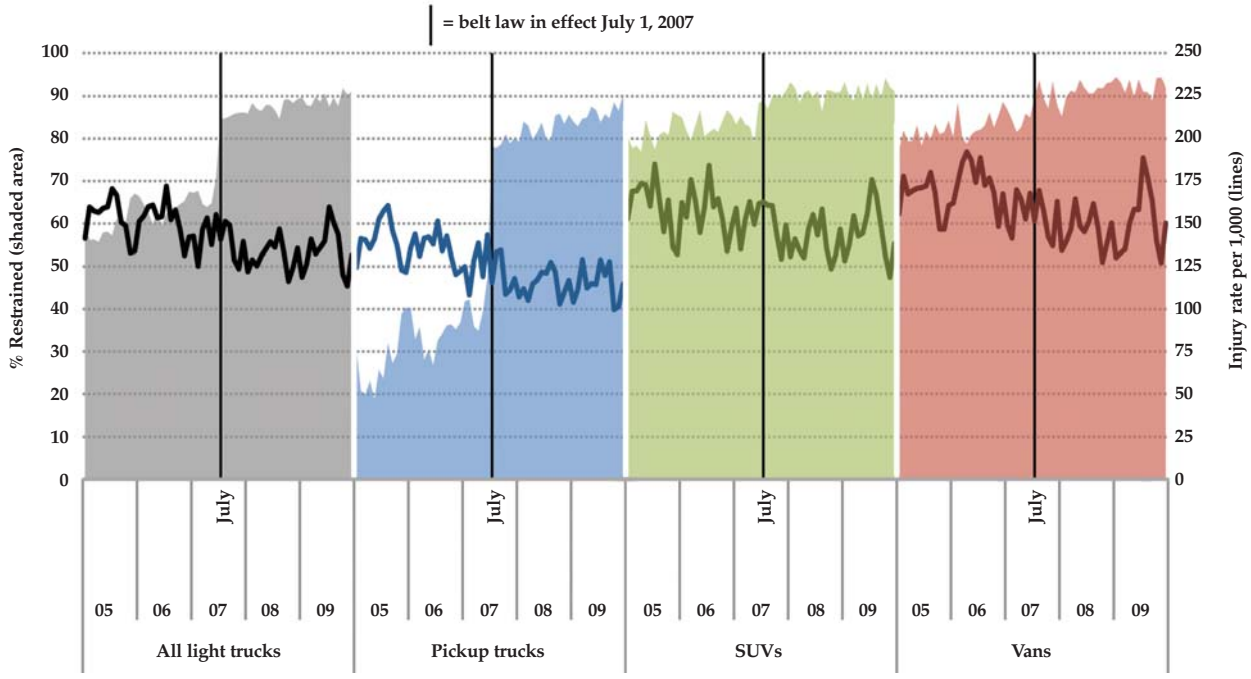
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
Exludes collisions with invalid time reported.

(Table 4). Rural collisions involving light trucks were 4.9 times more likely to be fatal than those in urban areas in 2009, up from 4.3 in 2008. While collisions involving only one light truck and no other vehicles (i.e., single-vehicle collisions) decreased 11.7 percent from 2008 to 2009, fatal collisions involving only one light truck and no other vehicles increased 2.3 percent. Single-vehicle light truck collisions were 2.4 times more likely to be fatal than multiple-vehicle light truck collisions in 2009, up from 2.0 in 2008.

With the exception of county roads (and unknown road types), fatal light truck collisions on all other road types decreased in 2009 (Table 5). Fatal light truck collisions on county roads increased 19.4 percent overall from 2008 to 2009, and 59.3 percent during nighttime hours (6pm – 5:59am). In 2009, 53.8 percent of fatal light truck collisions on county roads occurred at night compared to 40.3 percent in 2008. Conversely, 40 percent of fatal light truck collisions on interstates occurred at night compared to 55.2 percent in 2008.

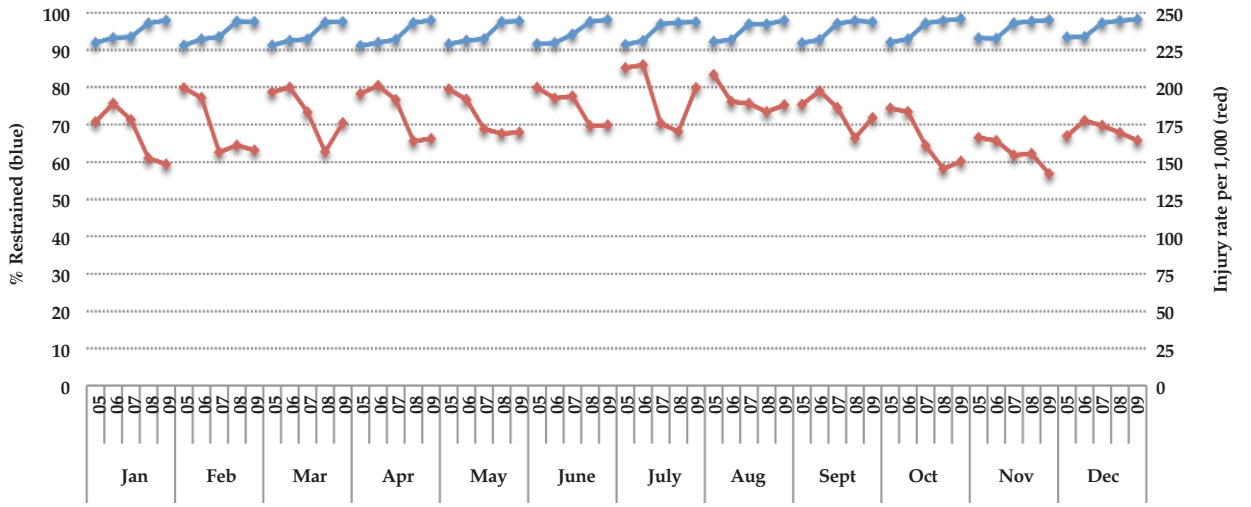
Figure 1: Monthly restraint use and injury rates among light truck vehicle occupants involved in Indiana collisions, 2005-2009



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
Light trucks defined as *vans, sport utility vehicles*, and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.
Data are for individuals where restraint use is known.
Injury rates based on individuals with *fatal, incapacitating, non-incapacitating,* or *possible* injuries.

Figure 2: Year-over-year comparisons of monthly restraint use and injury rates among light truck vehicle occupants involved in Indiana collisions, 2005-2009



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
Light trucks defined as *vans, sport utility vehicles*, and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.
Data are for individuals where restraint use is known.
Injury rates based on individuals with *fatal, incapacitating, non-incapacitating,* or *possible* injuries.

Table 6: Restraint use rates among vehicle occupants involved in Indiana collisions, by vehicle type and collision/injury severity, 2008-2009

	2008						2009					
	Light Trucks						Light Trucks					
Persons involved in...	Pickup trucks	SUVs	Vans	All	Other motor vehicles	All vehicles types	Pickup trucks	SUVs	Vans	All	Other motor vehicles	All vehicles trypes
All collisions	96.5%	98.1%	98.2%	97.5%	96.7%	97.0%	97.2%	98.3%	98.5%	97.9%	96.8%	97.2%
Fatal	60.7%	58.4%	79.2%	64.4%	66.0%	65.5%	64.9%	59.1%	85.2%	66.4%	67.2%	66.9%
Incapacitating	80.2%	85.4%	90.8%	84.8%	76.9%	79.6%	80.4%	85.7%	91.1%	84.9%	77.6%	80.1%
Non-incapacitating	91.8%	95.5%	96.4%	94.3%	91.7%	92.6%	93.3%	96.2%	96.5%	95.3%	92.0%	93.1%
Property damage only	98.2%	99.3%	99.1%	98.8%	98.8%	98.8%	98.7%	99.3%	99.3%	99.1%	98.9%	98.9%
Daytime collisions (6a-5:59p)	97.5%	98.7%	98.7%	98.2%	97.4%	97.7%	98.0%	98.8%	98.9%	98.5%	97.4%	97.8%
Evening collisions (6p-5:59a)	93.8%	96.6%	96.8%	95.5%	94.9%	95.1%	94.8%	96.8%	97.1%	96.1%	95.1%	95.5%
Persons by injury status and occupant type												
Fatal injury	27.3%	27.4%	54.8%	32.4%	49.1%	44.8%	34.6%	27.9%	75.9%	38.9%	51.7%	47.7%
Incapacitating injury	67.5%	74.5%	87.7%	75.0%	67.2%	69.5%	67.1%	75.0%	85.0%	74.0%	66.8%	68.8%
Non-incapacitating injury	86.7%	93.0%	94.1%	91.1%	87.9%	89.0%	88.6%	94.0%	94.6%	92.4%	88.3%	89.7%
Other injury	96.4%	98.2%	98.6%	97.6%	97.3%	97.4%	97.6%	98.7%	99.4%	98.4%	98.0%	98.1%
No injury	98.2%	99.3%	99.1%	98.8%	98.7%	98.8%	98.6%	99.3%	99.3%	99.0%	98.8%	98.9%
Drivers	97.0%	98.6%	98.7%	98.0%	97.3%	97.5%	97.6%	98.7%	98.9%	98.3%	97.4%	97.7%
Injured occupants	80.1%	88.3%	90.1%	86.5%	83.7%	84.7%	82.7%	90.2%	91.2%	88.4%	84.2%	85.7%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans*, *sport utility vehicles*, and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
Other motor vehicles includes *pickup trucks* weighing more than 10,000 pounds, *buses*, *combination vehicles*, *farm vehicles*, *motor home/recreational vehicles*, and *unknown* vehicle types.
***Non-incapacitating* includes *non-incapacitating* and *possible* injuries.**
Time-of-day breakdown excludes individuals in collisions with invalid time reported.
Data are for individuals where restraint use was known.

Safety equipment use

On July 1, 2007, Indiana Public Law 214 became effective, requiring all occupants of pickup trucks and SUVs and vans registered as trucks to wear safety belts. Shortly thereafter, the rate of restraint use among light truck occupants involved in collisions increased sharply and ultimately stabilized at a higher level, while the injury rate for light truck occupants involved in collisions continued a downward trend (Figure 1).

Year-over-year comparisons of monthly restraint use rates show sharp increases for all months from the year before Public Law 214 to the year after (Figure 2). These increases continued, although to a lesser degree, from 2008 to 2009 for all but two months, February and September. Like restraint use rates, injury rates declined for all months and significantly for most months from the year before Public Law 214 to the year after. However, from 2008 to 2009, injury rates rose for eight of 12 months (March through October), even while restraint use rates increased for all but one of those eight months (September).

Table 6 shows restraint use rates for 2008 and 2009 for different types of collisions, occupants, and injury outcomes. Generally, restraint use rates increased more from 2008 to 2009 for light truck occupants in collisions than for occupants of other vehicles in collisions. In all collisions and fatal collisions, restraint use increased 0.4 and 2 percentage points (calculated from Table 6), respectively, for light truck occupants, compared to 0.1 and 1.2 percentage points for occupants of other vehicles. From 2008 to 2009 among persons suffering fatal injuries, restraint use rates increased 6.5 percentage points among light truck occupants, compared to 2.9 for other vehicle types. Drivers were more likely to be restrained than injured occupants.

Alcohol use

With the exception of drivers of motorcycles/mopeds, drivers of light trucks involved in fatal collisions are more likely to be impaired (BAC >= 0.08 g/dL) than drivers of other vehicle types. In 2009, 18.5 percent of light truck drivers in fatal collisions were impaired compared to 14.4 percent of all drivers involved in fatal collisions. While the total number of impaired drivers in fatal collisions decreased 28.9 percent from 2008 to 2009, the number of impaired light truck drivers in fatal collisions increased 3.3 percent.

In 2009, 18.5 percent of light truck drivers in fatal collisions were impaired.

County comparisons

On average, 51.3 percent of county collisions in 2009 involved at least one light truck. Higher proportions were concentrated in counties in the southern half of the state (Map 1). Vanderburgh County had the highest proportion of collisions involving light trucks at 62.6 percent, followed by Jennings, Knox, Howard, and Scott. At 41.7 percent, Crawford County had the smallest proportion of collisions involving light trucks followed by Union, Blackford, Dearborn, and Boone.

Table 7: Drivers in Indiana fatal collisions who were impaired, by vehicle type, 2005-2009

	Count of drivers						
	2005	2006	2007	2008	2009	% change '08 - '09	Average annual change
All drivers, fatal collisions	**1,305**	**1,240**	**1,236**	**1,115**	**991**	**-11.1%**	**-6.6%**
Passenger car	521	544	482	498	408	-18.1%	-5.4%
Light truck	509	426	466	346	336	-2.9%	-8.9%
Motorcycle/moped	114	113	121	127	118	-7.1%	1.0%
Large truck	141	138	143	125	109	-12.8%	-6.0%
Other	20	19	24	19	20	5.3%	1.4%
Impaired drivers	**248**	**231**	**218**	**201**	**143**	**-28.9%**	**-12.3%**
Passenger car	103	116	95	103	55	-46.6%	-10.9%
Light truck	108	80	84	60	62	3.3%	-11.5%
Motorcycle/moped	33	31	38	35	22	-37.1%	-7.1%
Large truck	1	2	0	2	2	0.0%	0.0%
Other	3	2	1	1	2	100.0%	4.2%
% Impaired	**19.0%**	**18.6%**	**17.6%**	**18.0%**	**14.4%**	**-**	**-**
Passenger car	19.8%	21.3%	19.7%	20.7%	13.5%	-	-
Light truck	21.2%	18.8%	18.0%	17.3%	18.5%	-	-
Motorcycle/moped	28.9%	27.4%	31.4%	27.6%	18.6%	-	-
Large truck	0.7%	1.4%	0.0%	1.6%	1.8%	-	-
Other	15.0%	10.5%	4.2%	5.3%	10.0%	-	-

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
***Light trucks* defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.**
Large trucks* defined as units identified as *truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor/one semi trailer.
***Other motor vehicles* includes *buses, combination vehicles, farm vehicles, motor home/recreational vehicles, animal drawn vehicles,* and *unknown* vehicle types.**
***Driver impaired* defined as drivers with a blood alcohol concentration (BAC) greater than or equal to 0.08 grams per decliter (g/dL).**

Summary

For collisions involving light trucks, 2009 was a year of improvements and setbacks. Total collisions and fatal collisions involving light trucks fell from 2008 to 2009 and on average since 2005, but a larger proportion of all fatal collisions (nearly half) involved light trucks. Fewer light trucks were involved in collisions in 2009; however, while all vehicles involved in fatal collisions fell 11 percent, light trucks declined only 1.1 percent. Injuries to persons involved in light truck collisions decreased from 2008 to 2009, yet fatal injuries to persons in light trucks increased, as did the proportion of fatal injuries in light truck collisions attributed to persons in light trucks. Single-vehicle light truck collisions fell 11.7 percent from 2008 to 2009, while fatal single vehicle collisions increased 2.3 percent. Restraint use rates among light truck occupants continued an upward trend in 2009, yet injury rates for light truck occupants increased for eight of 12 months compared to 2008. The number and proportion of light truck drivers who were impaired increased in 2009, while decreasing sharply for drivers of passenger cars and motorcycles/mopeds.

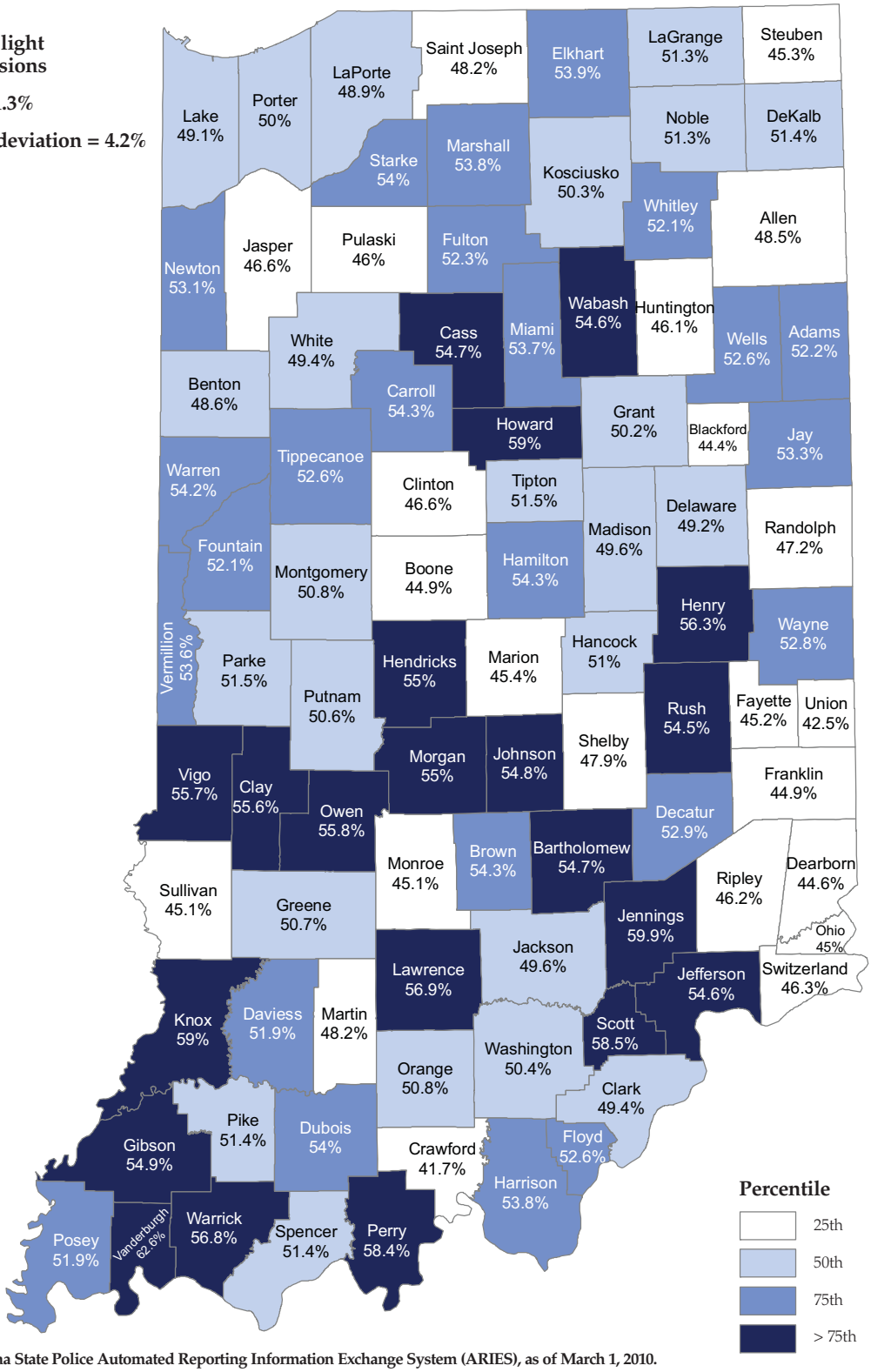
Collisions involving light trucks improved in many ways in 2009, though opportunities for further improvements are readily apparent. The Indiana Criminal Justice Institute launched a special initiative in May 2010, Buckle up Trucks, that focused on increasing restraint use among truck occupants.

Map 1: Proportion of Indiana collisions involving light trucks, by county, 2009

n = 96,112 light truck collisions

Mean = 51.3%

Standard deviation = 4.2%



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
Light trucks defined as *vans, sport utility vehicles,* and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.
Excludes collisions with invalid county.
Standard deviation is the county average difference from the mean.
The number of collisions involving light trucks by county ranged from 54 to 11,995.

2010 INDIANA TRAFFIC SAFETY FACTS

This publication was prepared on behalf of the Indiana Criminal Justice Institute by the Indiana University Center for Criminal Justice Research (CCJR). Please direct any questions concerning data in this document to ICJI at 317-232-1233.

This publication is one of a series of fact sheets that, along with the annual Indiana Crash Fact Book, form the analytical foundation of traffic safety program planning and design in the state of Indiana. Funding for these publications is provided by the Indiana Criminal Justice Institute and the National Highway Traffic Safety Administration.

An electronic copy of this document can be accessed via the CCJR website (www.ccjr.iupui.edu), the ICJI website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000.

The Indiana Criminal Justice Institute (ICJI)

Guided by a Board of Trustees representing all components of Indiana's criminal and juvenile justice systems, the Indiana Criminal Justice Institute serves as the state's planning agency for criminal justice, juvenile justice, traffic safety, and victim services. ICJI develops long-range strategies for the effective administration of Indiana's criminal and juvenile justice systems and administers federal and state funds to carry out these strategies.

The Governor's Council on Impaired & Dangerous Driving

The Governor's Council on Impaired & Dangerous Driving, a division of the Indiana Criminal Justice Institute, serves as the public opinion catalyst and the implementing body for statewide action to reduce death and injury on Indiana roadways. The Council provides grant funding, training, coordination and ongoing support to state and local traffic safety advocates.

Indiana University Public Policy Institute

The Indiana University (IU) Public Policy Institute is a collaborative, multidisciplinary research institute within the Indiana University School of Public and Environmental Affairs (SPEA), Indianapolis. The Institute serves as an umbrella organization for research centers affiliated with SPEA, including the Center for Urban Policy and the Environment and the Center for Criminal Justice Research. The Institute also supports the Office of International Community Development and the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The Center for Criminal Justice Research (CCJR)

The Center for Criminal Justice Research, one of two applied research centers currently affiliated with the Indiana University Public Policy Institute, works with public safety agencies and social services organizations to provide impartial applied research on criminal justice and public safety issues. CCJR provides analysis, evaluation, and assistance to criminal justice agencies; and community information and education on public safety questions. CCJR research topics include traffic safety, crime prevention, criminal justice systems, drugs and alcohol, policing, violence and victimization, and youth.

The National Highway Traffic Safety Administration (NHTSA)

NHTSA provides leadership to the motor vehicle and highway safety community through the development of innovative approaches to reducing motor vehicle crashes and injuries. The mission of NHTSA is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

Author: Bill Newby

CENTER FOR
CRIMINAL JUSTICE RESEARCH

ADDRESS SERVICE REQUESTED

334 North Senate Avenue, Suite 300
Indianapolis, IN 46204-1708
www.criminaljustice.iupui.edu

SCHOOL OF PUBLIC AND
ENVIRONMENTAL AFFAIRS
INDIANA UNIVERSITY
IUPUI

10-C10